


15,447. 號七十四百四千五萬一第 日二十月九年三十三緒光 HONGKONG, FRIDAY, OCTOBER 18TH, 1907. 五拜禮 號八十月十年七零百九千一英港香 PRICE, \$3 PER MONTH



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1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
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1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
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The Daily Press.

HONGKONG, OCTOBER 18TH, 1907.

There is no doubt room for considerable difference of opinion as to the advantages of Criminal Appeals. Upon accepted principles it would appear to be manifestly wrong that a similar right of appeal should not be allowed when a man's life or liberty is concerned, as is accorded when his property is in issue, in a civil case. This anomaly, however, is not so great as appears at first sight, for the reason that in civil cases the expense and delay are such, that, except where there is obvious reason for adopting that course, few litigants are disposed to run the risk that is involved. The experience of the working of a provision for appeal in criminal cases, for example in the United States, is certainly not encouraging. The delay and obstruction to the carrying out of justice which this right involves, have often been the subject of comment, and it would be a serious matter if the same state of things should be introduced in Great Britain. The amendment which was proposed by Lord ALVERSTONE and passed in the House of Lords, is obviously of salient importance, and with such a safeguard as is provided by making it essential that in all cases the leave of the Judge presiding at the trial shall be given before an appeal can be instituted, the danger of needless delay and obstruction is reduced to a minimum. An experienced Criminal Judge is very unlikely to be

mistaken as to whether any verdict may be properly appealed from, and the instincts of justice which characterise British Courts in all parts of the world, will make the Judges lean rather towards granting than refusing an appeal whenever any fair grounds are shown. Indeed if there is a danger in this respect, it lies in the direction of the Judges being rather too much disposed to grant leave than to refuse it. On the whole, therefore, with this safeguard, there is not much room for objection to the right of appeal in criminal cases being accorded, though without such a proviso, it cannot be denied that the privilege is open to abuse, and we have seen illustrations of this in the United States, which might make prudent people hesitate as to the adoption of so radical a change in established procedure. It is to be noted that the grant of the right of appeal at home must have an important effect in the Colonies. In the different Crown Colonies the principle would not doubt be accepted at once; but it is a question whether all the Colonies having representative institutions may be disposed to accept so important a change. In some cases this will certainly not be done without considerable hesitation. There is of course one consideration which may facilitate coming to a decision. The right of appeal in criminal cases being recognised by the Imperial Government may be regarded rather as the removal of restrictions which before existed against the inherent right to appeal to the Crown, (which in theory is held to exist in all cases)—than as the grant of a new right—and in this way it would become almost obligatory upon even self governing colonies to accept the principle of the Home Act, and to provide adequate machinery for carrying it out. In an ordinary way a full Bench of the Supreme Court in any given colony would satisfy this requirement and additional expense need not be incurred. With respect to the argument that the existence of a right of appeal would be likely to impair the sense of responsibility of juries, it may be observed that experience does not justify this supposition. In civil cases tried before a Jury there are certain instances in which an appeal can be made on the facts—as for instance where damages awarded have been excessive—and this has not been found to make juries on the whole, in any way careless in estimating damages, though there have been some instances where they have gone astray. In an ordinary way a jurymen does not much trouble himself whether there may be an appeal or not. He has to decide the case before him according to the evidence and under the instructions of the Judge—and if he does this, he satisfied he has performed his duty, and does not concern himself very much as to what may follow. In deciding in criminal cases, the Jury go much upon the same principle; and there are few instances in which the fact that an appeal can be instituted would be likely in any way to influence them. The Jury are fully aware that their verdict, whether it is final or can be appealed from, will have at least great weight in the ultimate decision of the matter, and this is sufficient to make them anxious to arrive at a just conclusion. Of course where the whole matter at issue—that is the facts as well as the law—is brought before an Appeal Court, there might be a danger in a direction that has been pointed out, namely that the judges on appeal have not the advantage of having the witnesses before them; but this is as well recognised by all legal men, that there is very little ground to apprehend that skilled judges will not be careful on their guard in dealing with all facts where it would be desirable for them to have seen the witnesses. In such cases they are always disposed to accept the conclusion of the court which has had the advantage of seeing the witnesses, but hold themselves free to deal with the inferences that have been drawn from them. In many Colonies an appeal is allowed from Magistrate's decisions in criminal cases, and no difficulty has been found in practice in this respect.

The French Mail of the 17th September was delivered in London on the 16th instant. Yesterday's calendar at the Police Court was a very small one, and the Magistrates had disposed of the morning's cases before 10.30 a.m. Mr. C. D. Melbourne yesterday sentenced a native to three months imprisonment at the Police Court for stealing two clocks and a quantity of clothing valued at \$450, the property of Mr. Babinoton. The American Consulate General received the telegram quoted below from the Manila Observatory at 10.55 a.m. yesterday: "October 17, 1907 at 8 a.m. Typhoon about North Yap has moved very slowly three days."

By special request the performance given at the Catholic Union on Saturday night was repeated yesterday afternoon, and attracted a large attendance who testified their approval of the excellent items on the programme in a no half-hearted manner.

The steamship *Patricius*, belonging to the Ocean Steamship Company, of Liverpool, was on her way from Brisbane to London with a general cargo, when she went ashore on the rocky coast near Portland Bill during a dense fog. The rocks have pierced her bottom, and she is likely to become a wreck.

The *Moniteur de la Flotte* calls attention to an eloquent fact concerning the German navy. According to this authority, the numerical strength of its personnel has doubled in ten years. While in 1897 it numbered only 23,403, this year it numbers 48,931, and next year will exceed 57,000.

The Age states that Mr. Dakin, the Federal Premier, and Mr. Ewing, Minister of Defence, are communicating with the Admiral commanding the Australian Station in order to ascertain the extent to which the Admiralty would co-operate with the Commonwealth in building an Australian Fleet and also regarding the extent to which such an Australian Fleet would be expected to co-operate with the British Navy in wartime.

A busy time at the Supreme Court is looming ahead of the Puisse Judge. Yesterday his Honour remarked in court that all next week would be occupied with the *Adelaide* case, the balance of the sessions would have to be taken the following week, then there would be a habeas corpus case. In addition to this it is known that there are several appeals waiting for the return of the Chief Justice, so that there are not likely to be many slack days at the Supreme Court this year.

The *Japan Chronicle* records the death of the Lady Nakayama, mother of his Majesty the Emperor of Japan, which occurred on October 4th. Her ladyship, who has been ailing for some time past, suddenly sank into a dangerous condition that morning, and her Majesty the Empress was hastily summoned to the residence of Lady Nakayama at Minami-machi, Ceyama, the arrangements for her Majesty's journey being so speedily concluded that the usual escort was dispensed with. The late Lady Nakayama was 73 years of age.

Substantial Preference is given to Great Britain by the new Tariff Bill which has just passed through the House of Representatives of New Zealand. Sir J. G. Ward, the Premier, has informed me that in 185 new items a Preference has been granted to Great Britain over foreign countries. The Preference amounts to a reduction of from 10 to 20 per cent. in the duties paid by foreigners. Forty-eight items which were previously on the free list for all countries have been removed from that list, and made subject to duties. In connection with these also Great Britain has been granted a Preference. It is estimated that the total amount of duties levied against foreigners, calculated on the basis of last year's business, will amount to £117,000.

The report of the Committee of National Defence comes at a most unfortunate time for Russia's Exchequer, for the Committee estimates that no less a sum than £170,000,000 will have to be spent if Russia wishes to have a Navy strong enough to protect her interests. It has not been decided yet whether the projected warships are to be built entirely in Russian yards, or whether their construction will be distributed in part between the English and Italian shipbuilding yards. No mention has been made of giving any orders to German yards, except for a few submarines. Russia will follow the example of other Powers in that the new battleships and armoured cruisers are to be of the biggest possible displacement, so that they can be armed by numerous big guns, and thereby their fighting value will be increased.

At the final sitting of the Institute of Journalists' Conference at Scarborough a question of great public and professional interest, the dissemination of news in time of war, was considered on the motion of the new president, Mr. Alfred F. Robbins. The resolution, which was unanimously approved and supported by the retiring president, Sir Frederick Wilson, Sir Edward Russell, and Mr. Glover, chairman of the Newspaper Society, reaffirmed the declaration at the Dublin Conference of Journalists in regard to the introduction by the Government of a Bill for restricting the dissemination of news in war time, fully recognised the necessity of preventing the publication of news which might prove helpful to the enemy, but asked that no restriction should be placed on comment or criticism based upon facts which were common knowledge, and that any person convicted should have the right of appeal to the High Court.

At the Gaelic Mòd in Glasgow, the Rev. William McPhail, minister of Kilbrandon, delivered the Gaelic oration. After referring in eloquent terms to the work already accomplished by the league, he urged on all who loved their native tongue, its music and lore, to rally round it and carry it forward to fresh victories. The Gael was ever brave and bold, and why should they not do battle for their language and literature? To be victorious they must draw on the best traditions of the Gaelic people. Their hope was in the rising generation, and they must not be satisfied till Gaelic was taught in every school in the Gaelic-speaking parishes in the Highlands. The children must be informed of the rich treasures bequeathed to them by their illustrious ancestors, and learn to treasure these with miserly care, and hand them down to future generations embellished by the genius and culture of modern civilisation.

Shanghai has released Hongkong shipping from quarantine, a belated telegram announcing the fact yesterday morning.

The Canadian Pacific Railway intends to erect at Fort William a million ton dock, six new freight sheds, a huge clearing elevator, and other necessary accommodation. This enterprise is part of its policy of building up a great shipping trade on the Lakes.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—

Zoroastrian Charity Fund ... \$10
A. S. Watson & Co. ... 50
Robinson & Co. ... 10

Though the Dowager Empress of China is vehemently opposed to many Western institutions, she has taken a great fancy to European cooking, and has set up a kitchen in the Palace on European lines, says the "Reader." A French chef has been imported, and the Empress often declines to touch any dish not cooked in the European fashion.

Dr. Asakawa, a Japanese professor, of Yale University, has created a sensation in Connecticut by eloping with Miss Dingwall, a young dressmaker of New Haven. The couple, successfully eluding their friends and relations, set out for Washington. Subsequently the professor and Miss Dingwall proceeded to the Japanese Embassy where they were married.

In addition to the proposed moves of regiments already officially notified, the Royal Indian Marine vessels *Hardinge* and *Northbrook* have been detailed to embark respectively the 2nd Battalion of the 79th Cameron Highlanders and 23rd Royal Welsh Fusiliers, at Pretoria and Agre, for China and Burma. Both battalions will leave Calcutta and Durban about the middle of December, and on arrival at their destinations, as arranged at present, the Highlanders will be stationed at Tientsin, and the Fusiliers at Shwebi.

The Vancouver Asiatic exclusion scheme states that the Dominion Government will be allowed a reasonable period to pass a relieving measure in respect of Asiatic immigration, and that then the league will adopt drastic measures. A special meeting will be called to arrange another parade to test the action of the authorities. Branches of the league are being formed in the principal cities along the coast. An international convention of exclusionists will be held in Vancouver in October. The Japanese bill for damages in the riots, amounting to £1,500, has been sent to Ottawa.

"Die Sport Welt" (Berlin) publishes a telegram from Vienna saying that Baron Szemere has bought *Slieve Gallion* for 340,000 kronen (roughly £15000), under the condition that the horse is passed sound by a veterinary surgeon. The "Allgemeine Sport Zeitung" (Vienna), in making a similar announcement, adds that the colt is to remain for the present in training in England, and is to run if possible during next year as well as this, and that he is to be trained by J. Suttars at Newmarket. Should it be found necessary to take him out of training, he will probably be sent to the Kilsby Stud as a stallion.

The papers report that the chambers of commerce of the German coast towns have been requested by the authorities to state whether they consider it expedient to conclude an agreement with Great Britain similar to that which is in force between Great Britain and Denmark, to enable German seamen to pay in their savings to the British authorities for transmission to the German Consul in London, who would forward the money to Germany. British sailors in German ports would also be able to lodge their savings with the German mercantile marine officials, who would hand the money to the local British Consul for dispatch to its ultimate destination. Many of the chambers have already declared themselves in favour of the scheme, and the papers add that it may be expected that negotiations for the conclusion of an agreement will shortly be opened.

Among the numerous items on the agenda of the Associated Chambers of Commerce at their autumnal meeting at Liverpool were a series of resolutions in reference to the appointment of a Minister of Commerce. Sir William Holland stated that he had Mr. Bonar Law had discussed the matter with the Prime Minister, and he thought they made an impression upon him, and that something might be done later. The meeting passed a resolution requesting the Government "to bring in at an early date, as foreshadowed in the King's Speech in 1905, a measure for the conversion of the Board of Trade into a Ministry of Commerce on modern and representative lines." Resolutions were passed in favour of settling commercial disputes by arbitration, of penny postage with France, and of protest against increased railway rates.

The Trades and Labour Congress, in session at Winnipeg on Sept. 17th unanimously passed a resolution calling upon the Dominion Government to demand from Great Britain the abrogation, so far as Canada is concerned, of the Anglo-Japanese Treaty under which Japanese are allowed to enter the Dominion. The preamble of the resolution reads that if Asiatic immigration into British Columbia continues while labour will soon be supplanted in the mines, fisheries, and lumber camps, and the province will ultimately be lost to the Confederation. Letters from the Japanese immigration agent to an important colliery in British Columbia offering to supply Japanese labour to supplant the white workers were read, and caused great indignation. In the discussion which followed a strong feeling was expressed in favour of excluding all undesirable immigration.

The fire bell rang out yesterday evening about seven o'clock and when the brigade proceeded to the spot it was found that the match at Queen's Statue wharf had caught fire. The fire burnt itself out without any danger of the flames being carried elsewhere. Only the framework is left.

THE BANDMANN OPERA COMPANY.

The Bandmann Opera Company have made a welcome return to the colony with a fairly large repertoire which includes many of the latest London successes and as the combination is as strong as it ever was its reputation is not likely to suffer by the present series of performances which are up to the standard so thoroughly appreciated by Hongkong audiences. Last night "The Orphid" was produced before a good audience. It went with a delightful swing the choruses, solos and duets being well taken. Mr. Cole was as usual the principal character on the stage, and his fiancée had a capital setting. The French girl and the Lady Secretary were well represented, and the other parts were ably filled. The performance was most enjoyable.

SUPREME COURT.

Thursday, October 17th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

ANOTHER PARTNERSHIP DISPUTE.
The trial of an issue to decide whether Li Ling Shi was a partner in the Yek Loong Wo Koo Bank was set down for hearing. The other partner in the bank was said to be Li Pak who is in prison. Mr. H. F. C. Master appeared for the plaintiff, Li Chuk Ping, and Mr. G. K. Hall Drutson appeared for Li Ling Shi.

Mr. Master asked for an adjournment. He understood that Li Pak would be in court but as he was not present he (Mr. Master) would need to ask for a habeas corpus.

After discussion, his Honour consented.

HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held at the Club House last evening when Dr. F. Clark (Commodore) presided over a large attendance of members.

The CHAIRMAN stated that when they met twelve months ago the committee laid before members a statement to the effect that the assets amounted to \$36.57, and the liabilities incurred principally in connection with the terrible typhoon of September 18th, amounted to at least \$600. That was to say that damage to that extent was done to the Club's property in the typhoon. As a result of that condition of affairs he advised that the subscription should be increased from \$5 to \$10 a year, and to the best of his recollections members were unanimous in adopting that recommendation. There was some feeling at the time that possibly a few members might leave in consequence of the increased subscription, but it was obvious they had to make some effort to meet the liabilities. The result of that action was that twelve months ago they had 125 members, and at present they had 239 (applause). That was to say there was an increase of 94 members, or in other words the membership had almost, but not quite doubled itself. From the balance sheet members would see that whereas they were in debt last year, this year they had a balance of \$182.27. They had then a balance in hand, but they had spent the comparatively large sum of \$1467.43 on the building and landing. They had built a retaining wall at considerable expense which would stand any ordinary blow, although it might not possibly withstand a heavy typhoon. The Club had been able to give \$424 in prizes during the year, and that was entirely apart from the considerable number of prizes given by members and friends. They had paid, as they were bound to do, interest on debentures, and had redeemed three debentures belonging to former members who had left the Colony for good. As the secretary had given a very complete account of the year's work, he did not think it necessary to give an account of the prize winners, and concluded by moving the adoption of the balance sheet, remarking that he would be pleased to answer any questions members might wish to ask.

Mr. D. TEMPLETON seconded the motion, and in doing so threw out the suggestion that in the next balance sheet the treasurer and committee should show the debenture account.

The COMMODORE thought all members knew that the debentures stood at \$1500, and as they had repaid \$75 their liability was still \$1425. He quite agreed that the debenture account should be shown in the annual statement, and next year they should show the Club's assets.

Mr. THORNE—Has any allowance been made for outstanding vouchers and coupons?

Mr. McKINLEY stated that the production before members was not intended as a balance sheet, and it was headed working account. In reply to a former speaker he suggested that the books be arranged so that the liabilities and assets could be shown. He had carried on the books in the way the former man started them.

The election of officers was then proceeded with, and resulted as follows:—Commodore, Dr. Francis Clark; Vice-Commodore, Mr. E. M. Hazeland; Secretary, Mr. Lewis Guy; Treasurer, Mr. A. McKirdy; Official Measurer, Mr. W. A. Crake; Deputy Measurers, Messrs. E. F. Gibson and C. Cooke; Committee, Messrs. J. Hand, M. McIvor, J. McCorquodale and D. Templeton.

The suggestion that a special Club boat should be kept at the Club house is to be considered, while the appointment of a sub-committee to supervise motor boats was left in the hands of the general committee.

TELEGRAMS.

[REUTER'S SERVICE.]

BRITISH NAVAL MANOEUVRES.

LONDON, October 15th.

The Channel and the Home fleets, together with the Cruiser Squadron mustered yesterday to commence a fortnight's secret manoeuvres in the North Sea, under the direction of Admiral Lord Boscawen.

THE HEALTH OF THE EMPEROR OF AUSTRIA.

LONDON, October 15th.

Vienna is agitated by the conflicting reports of the Emperor's health, in spite of the semi-official announcement yesterday evening of a distinct turn for the better.

THE CESAREWITCH.

LONDON, October 15th.

The latest betting on the Casarewitch is 3/1 against Bellinghass, 6/1 Damure, 8/1 Royal Dream, 9/1 Madame Desoubise, 10/1 Wuffy, 100/7 Outbreak, 100/6 The White Knight.

A TRAMCAR WRECKED.

LONDON, October 15th.

A workmen's tramcar was wrecked at Halifax yesterday morning owing to the failure of the brakes while descending a steep hill. Six passengers were killed and thirty-one seriously injured.

AMERICAN STOCKS.

LONDON, October 15th.

A syndicate of powerful Wall Street bankers has been formed to support American stocks against the persistent slump which has been exceptionally acute during the last few days.

JAPANESE IN SAN FRANCISCO.

LONDON, October 16th.

Ten Japanese have been injured in an attack by drunken whites on a laundry in San Francisco. The police dispersed the rioters.

THE CHINESE FESTIVAL AT MACAO.

Our Macao correspondent writes that the greatest animation prevails at Macao in preparation for the great festival on Sunday, Monday and Tuesday next. Crowds of Chinese have already come in from the surrounding districts. The procession promises to be an unusually interesting one. Indeed it is stated that nothing to equal it has been organised in Macao for many years, and the same is said of the arrangements for the show which will be given in a finely built match at Tai-chin in Chinatown. The procession will traverse the Praya Grande each day between two and three o'clock. His Excellency the Governor of Macao has manifested a keen interest in the organisation of the festival and has given practical proof of his goodwill by waiving the charges payable to the Government in respect of the matches erected for the show, and also the tax on the sale of tickets.

The Ho kiong, Canton and Macao Steamboat Company are running special excursions. Messrs. Barretto & Co. as agents of the French Company, advertise special excursions by the *Paul Beau* and *Charles Hardoin*. The Cheong On Steamboat Co. advertise special trip: by their steamer *San Cheung*.

MEDALS FOR RESEARCH IN TROPICAL MEDICINE.

The Mary Kingsley medal, instituted by the Liverpool School of Tropical Medicine to commemorate Miss Mary Kingsley, the African traveller, who died in 1900, has been presented to the following for distinction in work of special research into tropical medicine:—

1. Colonel David Bruce, F.R.S. C.B., Royal Army Medical Corps, who in 1897 discovered the cause of Malta fever, and proved that that malarial fever was produced by the milk of infected goats.
2. Professor Dr. Robert Koch, Nobel Laureate, who ascertained the cause of cholera, and who has contributed much to the knowledge of tropical diseases, especially the discovery of the frequency of malarial infection in children.
3. Dr. A. Laveran, Pasteur Institute, and D. So, University of Liverpool, who in 1890 made the great discovery that malarial fever is caused by parasites in blood.
4. Sir Patrick Manson, F.R.S., K.C.M.G., London School of Tropical Medicine, who in 1878 discovered that one of the parasites of man belonging to the group of *Fluvia* is carried by a kind of mosquito.
5. Dr. Basile Danilewsky, Professor of Physiology, University of Kharkoff, who discovered numerous parasites of blood in a large number of animals shortly after Laveran's discovery was made.
6. Dr. Charles Finlay, chief sanitary officer of Cuba, who in 1890 originated the theory that yellow fever is carried by mosquitoes.
7. Dr. Camillo Golgi, Professor of Pathology, University of Pavia, who in 1897 made a complete study of the life cycle of parasites of malaria.
8. Colonel W. C. Gorgas, United States Army, who as chief sanitary officer of Havana gave practical effect in 1902 to the discoveries of Finlay and of the American commission connexion with yellow fever, and succeeded in banishing the disease from the city.
9. Waldemar Mordecai W. Haffkine, who in 1893 discovered a method of inoculating against cholera in India.
10. Dr. Arthur Loeb, Professor of Zoology, School of Medicine, Cairo, in connexion with parasitology.
11. Dr. Theobald Smith, Professor of Parasitic Pathology, Harvard University, who in 1892 discovered a new kind of blood in the so-called Texas cattle-fever.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.R.C., 5th Ed. Listers.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon
Cheap Rental.
Apply to—
SPANISH PROCURATION
Hongkong, 18th October, 1907. 1677

S. S. "SAN CHEUNG."

TO MACAO AND BACK

On 20th, 21st, 22nd and 23rd October, during the CHINESE GRAND PROCESSIONS.
On 20th, 21st and 22nd:
Leaving our Wharf, Hongkong 8 A.M.
6.30 P.M.
Leaving our Wharf, Macao 1.30 P.M.
On the 23rd inst.:
Leaving our Wharf, Hongkong 8 A.M.
Leaving our Wharf, Macao for
Canton (and not for Hongkong) 9 P.M.

CHEUNG ON STEAMBOAT CO., LD.
222, Des Vaux Road Central.
Hongkong, 18th October, 1907. 1678

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA."
Captain A. L. Valentini, will leave for Shanghai, T. O. DAY, the 18th inst., at Noon.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 17th Oct. 1907. 1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"HITACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 24th inst., will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 27th inst., or Claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 18th October, 1907. 1679

WANTED.

A Properly Qualified ACCOUNTANT,
speaking and writing French, can probably secure a permanent position in Indo-China with responsible Mercantile House.
Apply by letter in own handwriting to
"A.B.C."
Care of "Daily Press" Office.
Hongkong, 17th October, 1907. 1671

WANTED.

BY A WINE AND SPIRITS FIRM
a **BUREAU SALESMAN.** Must be sober, energetic and persevering.
Apply by letter to "WINE"
Care of "Daily Press" Office.
Hongkong, 12th October, 1907. 1655

HONGKONG JOCKEY CLUB.
THE ORDINARY HALY-YEARLY MEETING will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex), TO-MORROW (SATURDAY), 19th October, at 12.30 P.M.
Hongkong, 8th October, 1907. 1635

THE NORTH CHINA INSURANCE COMPANY, LIMITED.
ON and after TO-DAY, the 16th instant **MR. EDWARD LEO KRAUSS** will act as AGENT of the Company at this Branch.
By Order of the Court of Directors,
H. G. SIMMS, Agent.
Hongkong, 16th October, 1907. 1665

CANTON INSURANCE OFFICE, LTD.
NOTICE TO SHAREHOLDERS.
THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.
JARDINE, MATHESON & CO., LD.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 5th October, 1907. 1623

NEW CARTRIDGES.
BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and **CHILLED SHOT.** From 10 to 885G. at 80, 87 and 87.50 per 100. **SPORTING REQUISITES** and **AIR GUNS** in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1689

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STALL, Mr. H. B. TITTON, 77, KOWLOON STORE, No. 36, Elgin Road & Mr. A. H. FAU, FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

NEW ADVERTISEMENT

PUBLIC AUCTION.

FROM THE INTERIOR OF CHINA.

A RARE AND VALUABLE COLLECTION OF GENUINE OLD CHINESE PORCELAIN,

in all Colours and Shapes, comprising Specimens from the TA MING, KANG HI, YUNG CHING, K'ING LOONG and Other Periods.
RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES, EMERALDS, &c.

Will be offered by the Under-signd as PUBLIC AUCTION.

ON THURSDAY AND FRIDAY.

the 24th and 25th October, 1907, commencing each day at 11 A.M., at the CITY HALL.
At the same time a UNIQUE SELECTION of FINELY CARVED IVORIES by well known Artists will also be offered for Sale.

Catalogues will be issued.
On View from MONDAY, the 21st October, 1907.
Hongkong, 18th October, 1907.

GEO. P. LAMBERT,
Auctioneer. 1676

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 19th October, 1907, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, (Corner of Ice House Street),

A LARGE ASSORTMENT OF **JAPANESE CURIOS,**
Comprising:
IVORY CARVINGS, SILK EMBROIDERED HAND BAGS and MONEY PURSES, KUDZU VASES and BOWLS, KENKOSAN SATSUMA VASES and INCENSE BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, KAGA TEA SETS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th October 1907. 1674

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 22nd October, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, 100 DOZENS SLAZINGER 1907 CHAMPIONSHIP TENNIS BALLS, 44 DOHERTY and 15 RAMSAY RACQUETS.

TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th October, 1907. 1660

INTIMATIONS

THE SHANGHAI CLUB.
Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorised issue of Taels 450,000 DEBENTURES).

THE COMMITTEE OF THE SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three and a half acres and the Club buildings and it is intended that DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100 to suit convenience of applicants. By Order of the Committee,
C. G. CLOUSE, Secretary,
Shanghai Club, 1305
Hongkong, 6th August, 1907.

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C. G. CLOUSE, Secretary,
Shanghai Club, 1305
Hongkong, 6th August, 1907.

INTIMATIONS

SANITARY BOARD OFFICE,

Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircases, all outside partitions, stair-casings and stair-linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Ginn Street and Post Street on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yamat service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.
Dated this 1st day of October, 1907. 1617

THE SHANGHAI CLUB.
Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorised issue of Taels 450,000 DEBENTURES).

THE COMMITTEE OF THE SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three and a half acres and the Club buildings and it is intended that DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100 to suit convenience of applicants. By Order of the Committee,
C. G. CLOUSE, Secretary,
Shanghai Club, 1305
Hongkong, 6th August, 1907.

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BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, Kowloon Road.
Hongkong, 9th February, 1907. 1630

FIRST-CLASS BOARD & RESIDENCE

AT
"BRAESIDE,"
Apply to—
"Mrs. F. W. WATTS,"
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen,"
Hongkong, 27th June, 1905. 149

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.
Apply to—
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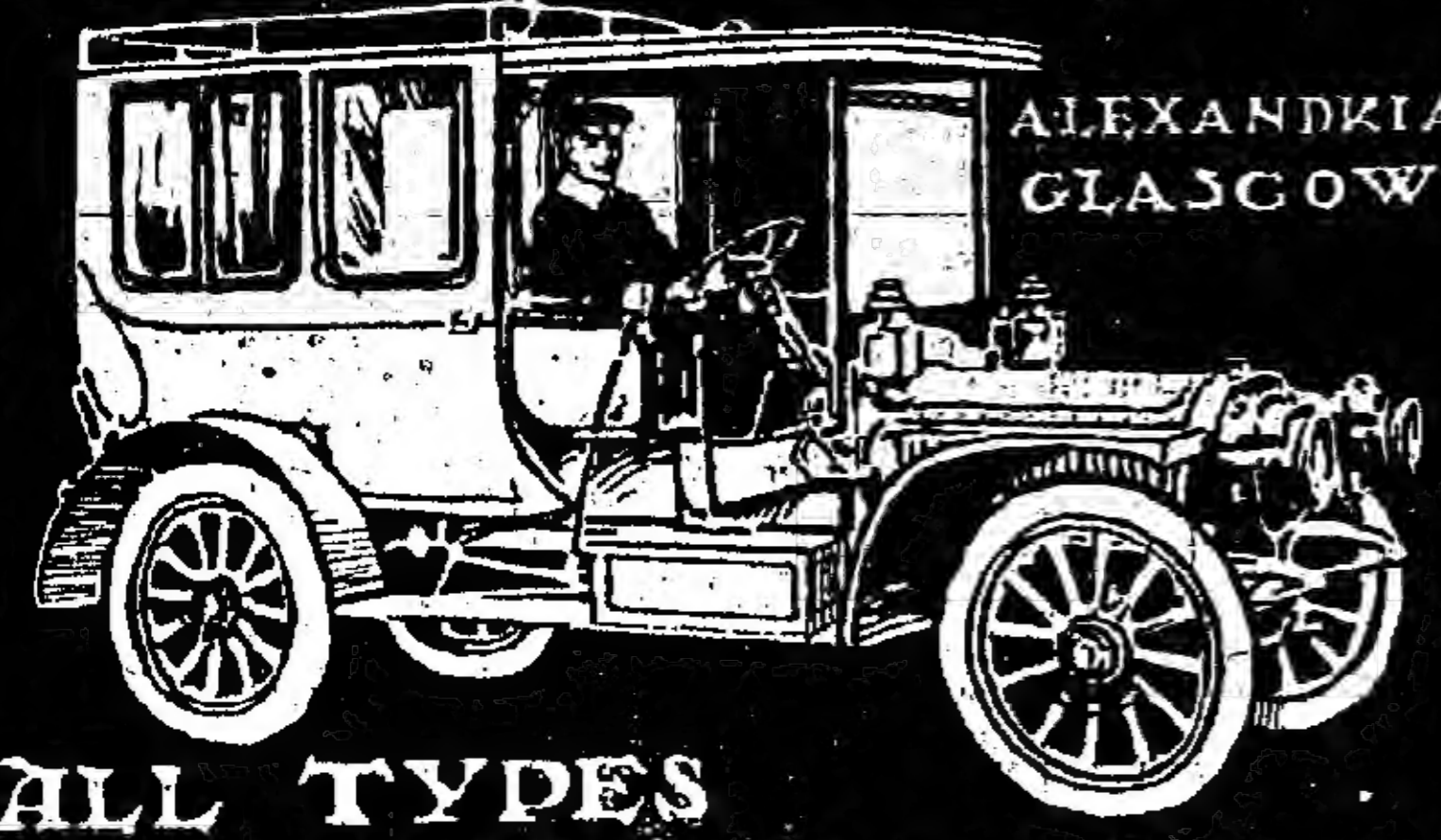
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AKGYLL MOTORS, LTD.

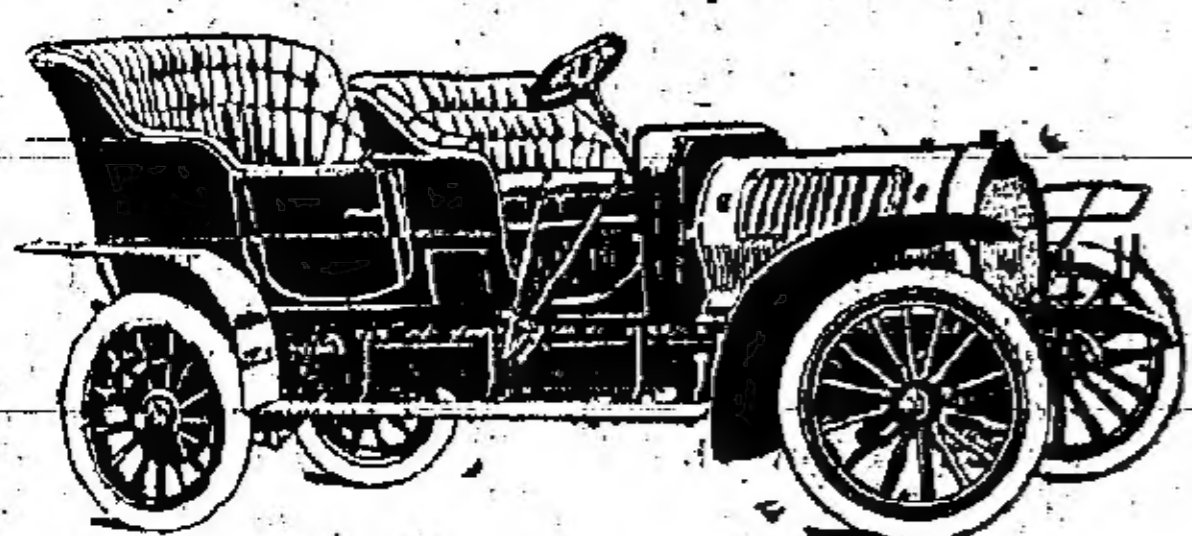


ALEXANDRIA GLASGOW

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: AKGYLLS, LONDON, LTD.
AGENTS IN THE FAR EAST: 17, NEXMITH ST., OXFORD ST., W.

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON
Talaivakotte, Ceylon; G. HENDERSON & CO., Calcutta;
SYME & CO., Singapore; ROWE & CO., Rangoon;
LOUIS T. LEONOWENS LTD., Bangkok.



TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

1385

EXCURSIONS TO MACAO.

THE Fast and Splendid Steamer of the COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT will make the following Excursion Trips to and from Macao viz—

	Leave Hongkong	Leave Macao
SATURDAY, 19th October.		
"CHARLES HARDOUN"	3 P.M.	—
SUNDAY, 20th October.		
"CHARLES HARDOUN"	—	10 A.M.
"PAUL BEAU"	8 A.M.	8.30 P.M.
MONDAY, 21st October.		
"PAUL BEAU"	8 A.M.	2 P.M.
TUESDAY, 22nd October.		
"CHARLES HARDOUN"	8 A.M.	2 P.M.

Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board. The Steamers will be berthed at the Company's Wharves, both here and at Macao. Passages can be booked at the Office of the Undersigned or on board. For Further Particulars, please apply to—

BARRETTO & CO., Agents.

1492-1675

Hongkong, 17th October, 1907.

JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

No armistice has been declared between the two factions engaged in the war of motordom. The feud is as bitter as ever, and all the efforts of would-be peace-makers have proved unavailing. Of course I know that most of my readers in the odoriferous East are members of automobile clubs which are affiliated with the Motor Union in this country; but all the same I must warn them against evils which are being fed and fostered by the management, or rather mismanagement, of that august society. In addition before entering into an entirely unnecessary conflict with the dearest popular Automobile Association by quitting its original and proper path of usefulness, it has launched into insurance and purely commercial schemes which while offering members but doubtful advantages are likely to injure very considerably certain sections of the trade.

For instance the latest development of the octopus-like Union is the holding of an auction sale of its members' second hand cars during October. There are to be no commissions connected with the transactions, no auctioneer's fee or garage fees, the whole deal being decided by the Union in a spirit of "Pure philanthropy." Now in this age of hustle and universal commercialism one is apt to turn an incredulous eye upon any self-sent scheme of "Pure philanthropy." What we want to know is, of course, just where and how the Motor Union, the garage man and the auctioneer come in? The Motor Union has accumulated no less than £10,000 in good red gold, yet it is neither a bank or a charitable institution. It is a puzzle to the motoring public as to what it is.

The Motor Union began by doing excellent legal work on behalf of the world of wheels. It departed from its programme in order to tilt against the Automobile Association's efficient road scouting system; it then entered into petty competition with the insurance company and finally it has boldly entered the realm of trade by arranging to sell petrol and second hand cars. The M. U. has tried to do too much, and proof of this is shown by the fact that its moving spirit, Mr. Secretary Jeffreys, has broken down in health under the strain of work and has been compelled to take a rest cure at Harrogate. The Motor Union road agents are annoying members by holding up their cars, and instead of warning them of dangerous localities ahead presenting the passengers with insurance leaflets. If the Motor Union perfected its plans for the protection of motorists when unjustly subjected to police persecution and prosecution, leaving the Automobile Association entirely free to carry on the good work of controlling the open roads, all would be well, and both associations would be worthy of the support of every motorist.

Many colonials are in a position to maintain a smart and modern motor car, but they may be precluded from immediate purchase, by the possible inconvenience of meeting the prime cost. Some firms in England are now selling cars on what is practically the "Times" system of easy payments. This innovation stands to the credit of Messrs. Huntley Walker and Co. who deal extensively in Daimler cars. The idea has caught on and is likely to become quite popular in this country. Mr. Huntley Walker informs me that he does not intend to exclude colonials from participating in the benefits bestowed by the scheme. Most of you have doubtless heard of the big second hand emporium, the Motor House, and it is worth noting that this firm too, is willing to sell cars on the deferred payment system. I am wondering whether all this means a genuine attempt to revolutionize the business methods of the motor trade or that the firms in question are overlooked, and are seeking outlet for their goods.

Glidden the globe girder has been entertained by Mr. S. F. Edge to a lunch at the Cafe Royal in order that the much-mendacious motorist might unburden himself of tales true and otherwise about his experiences in the frozen north and the sulphurous south. In proposing the health of the guest, Mr. S. F. Edge said that it was five years since Mr. Glidden purchased a 24-h.p. Napier, on which he had now driven a distance of 42,767 miles in thirty-five countries in 317 days of running, having crossed the Arctic circle in Sweden, and created the record which he still holds for the "farthest north" on a motor car as well as reaching the most southerly road in the world in New Zealand. It seemed to him that the secret of successful touring had been found by Mr. Glidden in his system of never pushing a car overmuch. For instance, if he intended to run over ten hours during any day he was content to cover 150 miles in that time. Without question, going steadily was the whole secret of touring great distances at a minimum of expenditure. Mr. Glidden in replying, said that he had found ample leisure during his travels to take over 2,000 photographs and to write over 200,000 words concerning his experiences. Since using his old British built car he had travelled through 11,007 cities, towns, and settlements. The rest of his tour, which he hoped to complete in 1911, would be chiefly among the countries around the Mediterranean and in the Southern American States.

Brooklands makes a final bid for popularity to-morrow and then the vast autodrome will be shut down for the winter. It was almost decided to shut it down altogether but the bold spirit that urged the promoters on their mammoth enterprise has persuaded them to make another appeal to the somewhat coy sporting public in the spring. One innovation to-morrow may give them a leg upon the ladder of success. Two races are to take place with

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A.S. is Watson & Co., Ltd., Sole Agents.

the handicapping by distance instead of by weight. This will insure an improvement from a spectacular point of view, and I expect to see exciting races and some rattling finishes. The syndicate will be very fortunate if the autodrome is not known as the Weybridge folly in a couple of years' time.

"John of the Car," the new serial in the "Automobile Owner," has for its second chapter a serio-comedy story of a great motor race in Ceylon in the day when anatomically powered De Dion, Wolseley, Progress and Benz cars were the only cars known in the East. Among the characters are little Grapp, the pioneer petroler of the island, and other characters that may be readily recognised as having been drawn from life.

When two ladies contemplated a motor tour through the Malay Peninsula, accompanied only by a native (who knew nothing of mechanics) people thought it rather a wild scheme. But as both the ladies felt capable of looking after the machinery and only required the man to clean and oil the car they determined to take the risk and accordingly started off on their travels early in April. The car was a quite new Adams-Hewett, constructed with specially large 34 in. wheels to ensure a good ground clearance. A most delightful run was performed, the course taken being from Singapore through Tanjong, Tapah to Penang. Except for a petrol tank leakage the car ran excellently well, and the delays made were only occasioned by obstacles met with on the roads. The journey out and home means covering something like 70 miles and it speaks well for this make of car that two ladies could accomplish the feat and have a most enjoyable trip.

MOTOR BREVITIES.

The American Consul General at Singapore reports that there is a promising field for motor manufacturers in Singapore, the Federated Malay States, Sumatra, Java and Borneo.

If you have a puncture spare neither time nor trouble in order to mend it. Remember that the complete ruin of a punctured tyre can be accomplished in a ten yard's run.

The number of cars at present in use in Japan is very small. The Far East field however, properly developed, should grow rapidly in the near future.

Motor lorries will be used more extensively in the East. At Singapore, 25 lorries are already in use, and I hear that further vehicles are likely to be put on the roads in the near future.

SINGAPORE SPECULATIONS.

Nine people out of ten would probably reply that there cannot be a plethora of money; and these nine would be wrong, as long as our present system of commerce holds. Suppose as an extreme case that everybody's store of money was increased 240-fold. That is for each penny that they did have, they have now a sovereign. It is evident that the working gollier would be in possession of over £25,000 a year and the poorest lawyer in the Straits would have \$300,000 a year. Your workman would have \$10 a month. What would be the effect? In the first place since everybody had plenty of money, it would be comparatively worthless. Where you had previously got your boots mended for 2d you would have to hand out a couple of sovereigns; it wouldn't be worth the shoe black's while to do it for less. The broad effect would be that everybody would have plenty of money, and nobody be any better off for it. Now suppose for a moment that instead of money depreciating equally for everybody, some people's money (or power of earning money) was depreciated more than others. Obviously there would be great hardships, and it would take time to straighten out matters, because the man with money would consider that what he had formerly paid as right must still be right. Some people cannot be made to understand that though a shilling is always a shilling it won't always buy a pound of grapes that in the days of scarce money, a little would go a long way. But it is a fact. Some time ago it was pointed out that the production of gold had enormously increased of late years from something like 40 millions a year to 74 millions. It is much cheaper now, which is the same as saying that everything else is dearer. The dear old lady will say it is because the old days of social superiority are now so rare, and they actually teach the piano in Board Schools. The old-fashioned handcraftsman will say it is because machine labour has thrown so many workmen out of work. Socialism, says the Vicar. Romanism, says the Dissenter. Too much education, says the Squire. Whereas the simple fact is that money has got cheaper; and everything else correspondingly

dearer. Here is a list of things with the prices in 1901 and in 1907. They are taken from a price list of a great east store, at figures which only permit of a small profit. They are not West End credit prices, but for the purposes of comparison they are sound.

	1901	1907
Arrowroot, Borneo, per lb	2 3	3 3
Essence of beef, Brand's small tin	1 3	1 3
Figs, first quality, per lb	5	5 1
California apricots, per tin	7	7 1
Lentils, split, per lb	2	2 1
Lentils, whole, per lb	3	3 1
Luca salad oil, 1 bottle	6	6 1
Split peas, 7lb	8 1	11 1
Candied peel mixed, per lb	4 1	5 1
Lemon peel, per lb	4 1	5 1
Orange peel, per lb	4 1	5 1
Black pepper, per lb	8 1	9 1
White pepper, per lb	1 0	1 5
Muscovado raisins per lb	1 0	1 4
Valencia raisins per lb	8	8 1
C. S. S. A. sardines, per tin	6	7 1
Prunose soap, 3lb, bar	8	9 1
Mottled soap, 3lb, bar	7	7 1
Household soap, 3lb, bar	7	7 1
Flake tapers, per lb	3	3 1
Pearl tapers, per lb	3	3 1
Vinegar, best, 1 gallon	1 0	1 3
Crystallised mixed fruits, per lb	11	1 1
Apples	1 3	2 2
Cherries	1 1	1 3

In 1901 you could buy a pound of common mixed peas for 1s 3d, but to-day that pound costs you 1s 7d. Andalusian wool has gone up 10d, a pound, and there is a remarkable increase in the price of Scotch and Irish linen sheeting and cotton. A pair of blankets, 3yds by 2yds, which were sold six years ago for 15s 11d, are now priced at 21s 9d. Carpets also have increased in value. An ordinary Brussels square, 10ft by 9ft, could be bought in 1901 for £2 8s 6d, but a similar carpet now costs £3 2s. Wilton velvet pile has gone up 3d a yard, while Axminster has increased a little more.—Free Press.

THE UTILITY OF THE MOTOR BOAT.

The motor boat has now been in existence to an extent sufficient to demand attention for seven years, and it is interesting to note, says "The Yachtsman," the varying phases through which it has passed during this period. For the first two years of its bid for recognition, it gave little indication of being available for anything better than pottering around rivers and creeks in an uncertain manner. In 1903 prominent engineers almost reluctantly confessed that the internal combustion engine had come to stay, referring particularly to cars and general road traction. In 1904 came the putting of the ways, so to speak, in the design of marine internal combustion engines. It was thought by the marine engineer that the light, high-speed petrol motor could have no definite place at all, and that section of manufacturers plumped solidly for the heavy slow-speed engine running on paraffin fuel, some even being so bold as to apply suction gas engines before that system had fully justified its adoption on land; but the experience gained by those pioneers in good stead in the marine world, and a single instance by any motor car or light engine builders, but some of the former have followed the latter in their designs to a large extent, after their disappointing experiences with the heavy engine class.

The light engine builders have advanced, while the marine engineers have done little with class; indeed, in some cases they have abandoned internal combustion engines altogether. There are, and always will be two distinct types of marine motor—the light as now used for small and speedy motor boats and the heavy as required for more severe marine conditions. The former has advanced correspondingly with the gradual perfection of the motor-car engine, for the simple reason that it differs in no essential from that type.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 12.05 p.m.—The barometer has fallen rapidly in E. Japan, owing to a depression which appears to be moving Eastwards to the N. of Hokkaido.

Pressure has increased slightly over N. China, and decreased moderately over the S. Loochoos and the Bonins. It remains low over the China Sea to the Southward of the Paracels. The highest pressure is now over N. China.

Fresh to strong N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. and E. winds, fresh; squally, showery.
Formosa Channel	N.E. winds, fresh to strong.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

DO YOU KNOW

THAT MOTHER

SEIGEL'S SYRUP

CURES

CONSTIPATION

CLEANS YOUR BLOOD

8 KEEPS YOUR SYSTEM

STRONG & HEALTHY

Do you know that constipation fills your blood with impurities? It does, and the result is that your whole system is upset. One of the most common effects of constipation is headache, and another, skin troubles; but there is no need to the mischief that may ensue. Small wonder that you grow pale, weak and anemic. But the remedy is at hand—Mother Seigel's Syrup. Take it and suffer no more.

I suffered intense agony after meals—pains across my chest, back and sides. Constipation was a constant and terrible affliction, with the most severe headaches. I tried various medicines, without benefit, but Mother Seigel's Syrup soon cured me. Mr. Thompson, Wood, corner Commissioners and Berg Streets, Troyville, Transvaal.

S. MOUTRIE & CO., LTD..

ESTABLISHED 1875.

BABY GRANDS

BY

RACHELS,

PLEYEL,

KEMMLER

AND

ROSENKRANZ.

PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 30th July, 1906. 138-2

Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? bad taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saltine Co., Ltd., 144, Queen Victoria Street, London, E.C. 335-2

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. 129

Do you Suffer?

FROM HEADACHE LOSS OF SLEEP INDIGESTION TORPID LIVER BILIOUSNESS

Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER. The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommended themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 6d., 1/6, and 2/6.

589-1

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Daiton, 17th Oct.—
Pakhoi and Hoihow 15th Oct., General—
Jensen & Co.
ARCADIA, British str., 3,514, A. L. Valentini,
17th Oct.—Bombay via Singapore 12th
Oct., Mails and General—P. & O. S. N. Co.
CHIYUN, Chinese str., 1,177, C. Stewart, 16th
October—Shanghai 13th October, General—
Chinese.
CHOYKANG, British str., 17th October—Canton.
FUKURA MARU, Japanese str., 1,946, Sakamoto,
17th October—Molli 12th October, Coal—
Mitsui Bishi Goshi-Kaisha.
HILLEN, German str., 771, J. Jensen, 17th
October—Swatow 16th October, General—
Jensen & Co.
HIND, Norwegian str., 720, J. Solresen, 17th
October—Wakamatsu 11th October, Coal—
Aagaard, Thoresen & Co.
HITACHI MARU, Japanese str., 4,163, Wm.
Townsend, 17th October—London and
Singapore 11th October, General—Nippon
Kusen Kaisha.
OCEANA, British str., 3,507, W. Hayward,
17th October—Shanghai 15th Oct.
General—P. & O. S. N. Co.
PALEMBANG, Dutch str., 1,019, E. Watson,
16th Oct.—Polo Sambo 8th Oct., Petroleum
in bulk—Order.
PRINZ WALDEMAR, German str., 1,737, W. von
Senden, 17th Oct.—Australia and Sydney
24th Sept., General—Melchers & Co.

CLEARANCES

At the Harbour Master's Office.
17th October.
Haimun, British str., for Swatow.
Hongkong, French str., for Haiphong.
Loto, Austrian str., for Bombay.
Machida, German str., for Canton.
Palembang, Dutch str., for Swatow.
Soku Maru, Japanese str., for Swatow.
Triumph, German str., for Haiphong.

DEPARTURES.

17th October.
ALGIDEA, British str., for New York.
CHIYUN, Chinese str., for Canton.
KURICH, British str., for Swatow.
NASSHAN, British str., for Swatow.
PHEUMPHIN, British str., for Saigon.
TJODAS, British str., for Amoy.
VORWAERTS, German str., for K. C. Wau.

SHIPPING REPORTS.

The German str. Helms reports: Fine
weather and northerly wind.
The Chinese str. Chiya reports: Strong
N. E. monsoon from Port to Port.

VESSELS IN DOCK.

October 17th.
ABERDEEN DOCK.—
LOWLOON DOCK.—Deli, Manan, H.M.S.
Hart, Baiman, Rajaburi.
COSMOPOLITAN DOCK.—Lyndhurst.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAIMUN."
Captain A. J. Robson, will be despatched for
the above Ports TO-DAY, the 18th inst., at
9 A.M.
For Freight or Passage, apply to
DOUGLAS, LAPELLE & Co.,
General Managers.
Hongkong, 15th October, 1907. 1691



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.
THE Company's Steamship
"ISTOK."
Capt. M. Tiesco, will leave for the above Ports
TO-DAY, the 18th inst.
For Freight apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 15th October, 1907. 1622

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queens-
land Ports, and taking through cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE."
Captain Helms, will be despatched as above on
SATURDAY, the 26th Oct., at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Passage, apply to
GIRB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st October, 1907. 1595

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
CALLAO AND IQUIQUE, VIA JAPAN
PORTS (Kobe, Yokohama, and
Manila).
With option to Call at Mexican and other
Coast Ports.

Steamers Tons
"KATHALINE PARK" 5,000 End of Nov.
"KASATO MARU" 6,100 Sometime in
March 1908.
Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.
K. MATSUDA, Manager,
York Building.
Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES & COPENHAGEN	MAZILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES & COPENHAGEN	YARRA	Brit. str.	—	Sellier	MELCHERS & CO.	On 29th inst., at 1 P.M.
HAYRE & HAMBURG VIA STRAITS & C.	INDIAN	Dan. str.	—	—	MELCHERS & CO.	On 26th inst.
HAYRE & HAMBURG VIA STRAITS & C.	BELOARVA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE & HAMBURG VIA STRAITS & C.	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG VIA STRAITS & C.	SILEBIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINIE	On 11th December.
HAYRE & HAMBURG VIA STRAITS & C.	KLHIST	Ger. str.	k.w.	Rud. Meyer	MELCHERS & CO.	On 23rd inst., at Noon.
DUNKERK, BREMEN & HAMBURG & C.	SUEBIA	Ger. str.	k.w.	Schmer	HAMBURG-AMERIKA LINIE	On 24th inst.
TRIESTE & C. VIA SINGAPORE, & C.	PERBIA	Aus. str.	—	P. Craglietto	SANDER, WIELER & Co.	About 26th inst., P.M.
NEW YORK	NIJINI NOVGOROD	Rus. str.	—	—	MELCHERS & CO.	To-day, P.M.
NEW YORK VIA PORTS & SUEZ CANAL	HEADLEY	Am. str.	—	—	ARNHOLD, KARBBERG & Co.	About 26th inst.
YANCOUVER VIA SHANGHAI JAPAN, & C.	OCEAN MONARCH	Am. str.	—	—	SHEWAN TOMES & Co.	On 2nd November.
YANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF INDIA	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	MONTEAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 6th Nov., at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, & C.	KUMERIC	Am. str.	—	D. Baird	DODWELL & CO., LTD.	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	KATHALINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS VIA PORT DARWIN & C.	EMPIRE	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	Holms	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
VLADIVOSTOCK VIA SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 7th Nov., at Noon.
KOBE	TSINAN	Brit. str.	1 m.	C. Lindbergh	DODWELL & CO., LTD.	About 30th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 24th inst., at 4 P.M.
NAGASAKI & VLADIVOSTOCK	KOWLOON	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERIKA LINIE	About 18th inst.
JAPAN	TJODAS	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINIE	On 28th inst.
TIENSIN	CHIPSING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co. LD.	On 22nd inst., at 4 P.M.
CHIEFOO & NEWCHWANG	HUYCHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI	KWEIYANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI & CHINKIANG	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOYKANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co. LD.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	FOCHOW	Brit. str.	1 m.	J. Davies	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SOEYU MARU	Jap. str.	k.w.	T. Suruga	OSAKA SHOSEN KAISHA	To-day, at 9 A.M.
SHANGHAI, MOJIKOBE & YOKOHAMA	SUTHORIA	Ger. str.	—	C. Bremer	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI, YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	—	C. Bremer	MELCHERS & CO.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	End of October.
SHANGHAI, MOJIKOBE & YOKOHAMA	CANTON	Swed. str.	—	Bahl	HAMBURG-AMERIKA LINIE	On 2nd November.
SHANGHAI, YOKOHAMA & KOBE	SILEBIA	Ger. str.	k.w.	D. C. Gregor, R.N.R.	MELCHERS & CO.	About 10th November.
SWATOW, AMOY & FOCHOW	STYRIA	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	SIAM	Dan. str.	—	A. J. Robson	DOUGLAS LAPELLE & Co.	To-day, at 9 A.M.
TAMUO & SHANGHAI	KUUKIANG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
HOIHOW & HAIPHONG	HAIMUN	Brit. str.	2 h.	F. Northcombe	BUTTERFIELD & SWIRE	On 1st Nov., at 4 P.M.
MANILA	SHAORHING	Brit. str.	1 m.	H. S. Smith	OSAKA SHOSEN KAISHA	On 20th inst., at 9 A.M.
MANILA	YOCOW	Brit. str.	—	Imbison	BUTTERFIELD & SWIRE	On 20th inst., at D'light
MANILA	CHINLI	Brit. str.	1 m.	T. Mayrick	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. W. Outbridge	SHEWAN, TOMES & Co.	To-morrow.
MANILA	TAMING	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co. LD.	On 25th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	E. Finlayson	SHEWAN, TOMES & Co.	On 26th inst.
CEBU & ILOILO	KATONG	Brit. str.	1 m.	F. Sembill	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KUDAT & SANDAKAN	BOEMO	Ger. str.	—	M. Tiesco	MELCHERS & CO.	Beginning of November.
SINGAPORE & BOMBAY	ISTOK	Aus. str.	—	Bradley	SANDER, WIELER & Co.	To-day.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co. LD.	To-morrow at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMBANG	Brit. str.	—	de Brouwers	JARDINE, MATHESON & Co. LD.	On 24th inst., at Noon.
JAVA PORTS	TJIMARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINIE	Quick despatch.

HONGKONG-MANILA.

Highest Class, swiftest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon staterooms. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 19th October.
RUBI	2540	R. W. Almond	Manila	On 26th October.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 12th October, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
* SHANGHAI ... "CHOYKANG" ... Friday, 19th Oct., Noon.
* MANILA ... "YUENSANG" ... Friday, 19th Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA ... "KUTANG" ... Saturday, 19th Oct., Noon.
* TIENSIN ... "CHIPSING" ... Tuesday, 22nd Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA ... "KUMSANG" ... Thursday, 24th Oct., Noon.
* MANILA ... "LOONGSANG" ... Friday, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " " " 85. " 120.
Calcutta " " " 165. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chofu, Tientsin, Newchwang and Yangtze Ports
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 18th October, 1907. 18

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
DESTINATION STEAMERS DATE OF SAILING.
MARSEILLES, HAYRE and } "INDIAN" ... On 26th October.
COPENHAGEN
SHANGHAI, YOKOHAMA and } "CANTON" ... End of October.
KOBE
SHANGHAI, YOKOHAMA and KOBE } "SIAM" ... Middle of November.
For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 18th October, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJIKOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	D. Baird	On 25th October.
SHAMUT	9,806	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHEINANIA," "HAMBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are
smidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEBIA" carry first-class passengers
Return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.
SILEBIA ... 2nd November
SCANDIA ... 2nd December

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN,
SUEZ, PORT SAID, NAPLES,
PLYMOUTH, HAVRE & HAMBURG
SILEBIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Oct.
SILEBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.
DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.
SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
C. FERD. LABEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:
VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.

REIGRAVIA ... HAVRE & HAMBURG ... 19th Oct.
SUEBIA ... DUNKERK, BREMEN & HAMBURG ... 24th Oct.
* HOHENSTAUFEN ... HAVRE & HAMBURG ... 30th Oct.
* SILEBIA ... HAVRE & HAMBURG ... 11th Dec.
* Special attention of intending Passengers is drawn to the splendid accommodation of this
Steamer. Saloon and cabin smidship. Lighted throughout by electricity. Duly qualified
Doctor and stewardesses carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR NAGASAKI & VLADIVOSTOCK ... 28th October
Freight and Passengers. 12

VESSELS ON THE BERTH

THE RUSSIAN VOLUNTEER FLEET
FOR ODESSA.

THE Steamship
"NIJINI NOVGOROD"
will leave here as above TO-DAY, the 18th
October, P.M.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th October, 1907. 1428

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERANG, SUEZ, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA."
Captain W. Hayward, R.N.R., carrying His
Majesty's Mail, will be despatched from
this Port for Bombay &c. on SATURDAY,
the 19th October, at Noon, taking
passengers and cargo for the above ports
in connection with the Company's s.s.
"BRITANNIA," 6,500 tons, from Colombo,
passengers' accommodation in which vessel
is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "OCEANA,"
due in London on 30th November, 1907.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars apply to
B. A. LEWETT,
Superintendent.
Hongkong, 7th October, 1907. 1

THE AMERICAN AND ORIENTAL
LINE.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamer

"HEADLEY."
will be despatched for the above Ports on or
about SATURDAY, the 26th October.
For Freight apply to
ARNOLD KARBBERG & Co.,
Agents.
Hongkong, 7th October, 1907. 1512



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM FOR
FRIEDRICHSTADT (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZIL,
Red Sea, Black Sea, Levant, Venice
and Adriatic Ports.

THE Company's Steamship

"PERSIA."
Capt. P. Craglietto, will be despatched as
above on or about SATURDAY, the 26th
October, P.M.
This steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight
apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.
Hongkong, 27th September, 1907. 3

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"YARRA"
Captain Sellier, will be despatched for
MARSEILLES, on TUESDAY, the 29th
October, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports and for Australia with
prompt transhipment at Colombo.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:
S.S. "ERNEST SIMONS" ... 12th Nov.
S.S. "TONKIN" ... 26th Nov.
S.S. "POLYNESIE" ...

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARADIA	Noon, 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 19th Oct.	See Special of Oct. 10th.
LONDON AND ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE	PALERMO	About 27th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE	SYRIA	About 10th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 18th October, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and LOILO	"KAIFONG"	On 18th Oct., 4 P.M.
SHANGHAI and CHINKIANG	"FOOHOOW"	On 18th Oct., 4 P.M.
NINGPO, and SHANGHAI	"KIUKANG"	On 19th Oct., 4 P.M.
CHOW and NEWCHANG	"KWEITANG"	On 20th Oct., 4 P.M.
HOHOOW and HAIPHONG	"CHILLY"	On 22nd Oct., 4 P.M.
MANILA	"TAMING"	On 23rd Oct., 4 P.M.
TIENTSIN	"HUICHOW"	On 23rd Oct., 4 P.M.
MANILA, ZAMBOANGA, PORT COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 26th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 26th Oct., 4 P.M.
SWATOW, and SHANGHAI	"YCHOOW"	On 1st Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 18th October, 1907.BUTTERFIELD & SWIRE,
AGENTSNORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday 18th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 29th October.
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 23rd Oct., at Noon.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
ADUAT and SANDAKAN	"BORNEO"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "BOSHU MARU"	Capt. T. SUGIWA	FRIDAY, 18th Oct., at 9 A.M.
AMCOY and FOCHOW		
TAMUJI VIA SWATOW "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 20th Oct., at 9 A.M.
AND AMOY		

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1907.

F. ARIMA, Manager

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE" Sailing 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
19 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"EMPERESS OF JAPAN"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF CHINA"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF INDIA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW-PATRIOT "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27/10
Intermediate on Steamers 240 242
and 1st Class Railways

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya, opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 3rd October, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON MARCH 11TH.
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

Hongkong, 19th August, 1907.

MELOCHERS & CO.,

General Agents. 1365

NOTICES TO CONSIGNEES.

S.S. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or a.s. "Dordogne" from Havre or a.s. "Dordogne" from Bordeaux or a.s. "Ville de Rochefort" and "Leroy Lallier" in connection with the above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 3 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, who remains undischarged after Monday, the 21st inst., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., 1907, or they will not be recognized.

All damaged packages will be examined on Monday, the 21st inst., at 5 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON,
AND STRAITS.

THE Steamship

"GLEN" LINE

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 16th October, 1907.

BETTER THAN COPAIBA

MATICO

GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The capsules, unlike Copalins, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

CURE FOR ASTHMA

GRIMAULT'S
INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, GRIMAULT'S, and DIFFICULTY IN EXPIRATION.

Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & CO. PARIS
Sold by all Chemists.

SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
ANTIOCHUS, British str., 5,796, G. D. Keays,	5th October—Tacoma v. a Ports 4th Sept.	General—Butterfield & Swire.		
CARL DIEDERICHSEN, German str., 774, T. Kayser,	8th October—Haiphong & Hoihow	7th October, General—Jensen & Co.		
CHILDAS, Norwegian str., 1,102, Augensen,	12th Oct.—Bangkok 4th Oct., General—Nippon Yusen Kaisha.			
CHOWFA, German str., 1,055, F. Spiesen,	14th October—Bangkok 5th October, General—Butterfield & Swire.			
CHOTANG, British str., 1,424, A. E. Sandbak,	13th October—Shanghai 8th and Swatow	12th October, General—Jardine, Matheson & Co.		
DAGMAR, German str., 921, F. Nicolaisen,	14th October—Saigon 9th October, Rice—Malchers & Co.			
DAKOTA, British str., 2,592, Ros., 14th Oct.	Shanghai 10th October, Kerosine Oil—Standard Oil Co.			
DELI, German str., 728, J. Leup,	3rd October—Bangkok 25th Sept., Rice—Malchers & Co.			
EMPEROR OF INDIA, British str., 3,022, E. Booth,	2nd Sept.—Yamoucou, B.C., 3rd Sept., Mails and General—Flour—C. P. H. Co.			
FOOHOOW, British str., 1,227, J. Davies,	8th Oct.—Wuhu 3rd Oct., Rice—Butterfield & Swire.			
FORESTDALE, British str., 2,283, 8th October—Samarang 2nd October, Sugar—Butterfield & Swire.				
GLENHORN, British str., 2,855, W. Houghton,	16th Oct.—Singapore 10th Oct., General—McGregor Bros. & Co.			
HAIRON, British str., 538, A. J. Robinson,	16th Oct.—Fochow Oct. 13 h. Amy 14th, and Swatow 15th, General—Douglas, Lyprick & Co.			
HONGKONG, French str., 741, A. Cornelissen,	15th Oct.—Haiphong & Hoihow 15th Oct., General—A. R. Marly.			
HONGKONG MARU, Japanese str., 3,447, W. C. T. S. Finner,	14th Oct.—San Francisco 12th Sept., Mails and General—Toyo Kisen Kaisha.			
ISTOR, Austrian str., 1,850, M. Tsoas,	11th Oct.—Bombay 20th Sept., General—Sander, Wieler & Co.			
ITHAKA, German str., 2,000, Colomeser,	16th October—Wuhu 12th October, Rice—Hamburg-Amerika Linie.			
JOSHIN MARU, Japanese str., 702, H. S. Smith,	16th Oct.—Tamsui 13th Oct., General—Osaka Shosen Kaisha.			
KAIFONG, British str., 937, E. Finlayson,	12th Oct.—Cebu and Hoihow 8th Oct., Sugar and Wood—Butterfield & Swire.			
KIUKANG, British str., 1,328, E. Wavell,	15th October—Shanghai 11th and Swatow 14th October, General—Butterfield & Swire.			
KLEED, Norwegian str., 910, Hallier,	10th Oct.—Samarang 29th Sept., Sugar and Pine Nuts—Aagaard, Thorsen & Co.			
KUMSANG, British str., 2,078, E. J. Buller,	15th Oct.—Singapore 9th Oct., General—Jardine, Matheson & Co.			
KUTSANG, British str., 3,110, Bradley,	12th October—Moji 8th Oct., General—Jardine, Matheson & Co.			
KWANTON, Chinese str., 1,536, Wm. H. Lunt,	13 h. October—Shanghai 10th October, General—Chinese.			
KWANTON, British str., 1,041, Dawson,	13th Oct.—Nanchang 11th Oct., General—Oil and Beans—Butterfield & Swire.			
LECHOW, British str., 1,216, Baddoley,	15th October—Chiofoo 10th October, General—Butterfield & Swire.			
MATHILDE, German str., 231, A. Hansen,	11th October—Haiphong 9th October, General and Coal—Jensen & Co.			
MINNESOTA, American str., 13,323, Charles Austin,	12th Oct.—Seattle via Shanghai 8th Oct., Mails & General—Nippon Yusen Kaisha.			
NINGPO, British str., 1,227, E. Richards,	15th October—Shanghai 11th Oct., General—Butterfield & Swire.			
ORLAND, Nov. str., 917, T. A. Tie,	10th Oct.—Rajahmundry and Bussaco 4th Oct., Timber—Wallen & Co.			
ORWELL, British str., 1,446, W. Frame,	13th October—Barr 31st Aug., Coal—Doddwell & Co.			
PREHANG, German str., 1,021, F. Bucking,	14th Oct.—Bangkok 5th Oct., General—Butterfield & Swire.			
PONTONG, German str., 907, W. B. Steffur,	16th Oct.—Saigon 10th Oct., Rice—Butterfield & Swire.			
PRONTO, Norwegian str., 837, Th. Soeborg,	14th October—Saigon 9th October, Rice—Aagaard, Thorsen & Co.			
RAJAHMUN, German str., 1,199, F. Bremer,	13th October—Bangkok 5th and Swatow 12th Oct., Rice & Timber—Butterfield & Swire.			
SHINNO MARU, Japanese str., 1,420, S. Shimamoto,	14th October—Karatsu (Japan) 8th October, Coal—Tosokoshi & Co.			
SOBU MARU, Japanese str., 1,119, T. Surusa,	15th Oct.—Shanghai 11th Oct., General—Osaka Shosen Kaisha.			
SPIN, Norwegian str., 970, A. Steen,	8th Oct.—Saigon 3rd October, Rice—Aagaard, Thorsen & Co.			
TAIWAN, British str., 1,042, J. A. Martin,	9th October—Saigon 4th October, General—Chinese.			
TATSU MARU, Japanese str., 1,984, H. Terimmo,	15th October—Kobe and Moji 9th October, Coal—Chinese.			
TRIUMPH, German str., 679, Bendisen,	13th Oct.—Haiphong 10th and Hoihow 12th Oct., General—Jensen & Co.			
ULV, Norwegian str., 835, J. Pedersen,	11th October—Saigon 7th October, Rice—Aagaard, Thorsen & Co.			
YUNBANG, British str., 1,128, Meyrick,	14th October—Manila 11th October, General—Jardine, Matheson & Co.			
ZAFIRO, British str., 1,619, A. Fraser,	14th October—Manila 12th October, Hemp—Shewan, Tomes & Co.			
ZWERNEN, British str., 1,148, A. Ramsay,	16th October—Saigon 9th October, Sugar and General—Chinese.			

SAILING VESSELS.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
ECLIPSE, British 4-masted bark, 2,965, L. D. Vasco,	24th August—New York 1st May, Case Oil—Standard Oil Co.			
LAWHILL, British 4-masted bark, 1,950, 28th August—New York, Case Oil—Standard Oil Co.				
LYNDHURST, British 4-masted bark, 2,500, Parnell, 25th July—Kobe 1st June, Ballast—Standard Oil Co.				

ON SALE.

THE

DIRECTOR AND CHRONICLE

FOR 1907.

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